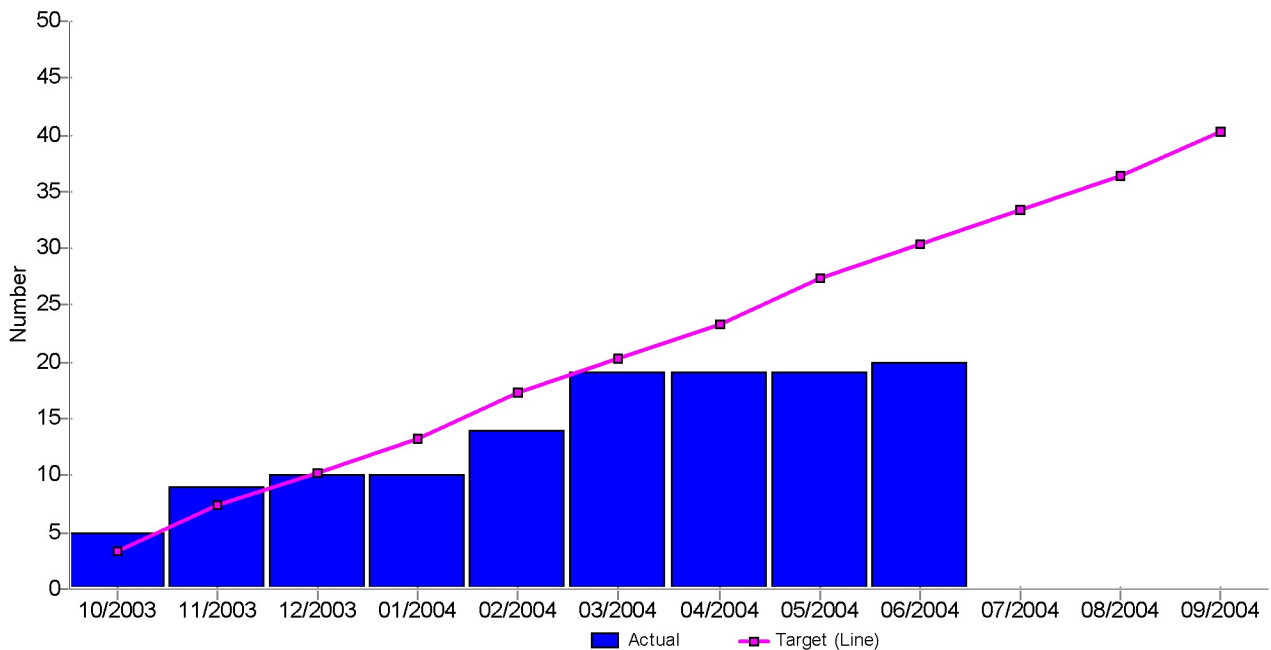


Status of FAA Performance Targets

TGT: A&B Rwy Incursions (FAA) This Year to Date (Sum)



Description

TGT: Reduce the number of most serious runway incursions (Categories A and B) at towered airports by at least 48% by FY 2008 (from the 2000-2002 baseline average of 52 per year to no more than 27 per year). (FY 2004 target is no more than 40.)

The chart indicates the monthly total of serious runway incursions. The graph shows the cumulative number of serious runway incursions versus the target.

Period Table

	Actual	Target (Line)	Index Range
10/2003	5	3	Red
11/2003	9	7	Yellow
12/2003	10	10	Green
01/2004	10	13	Green
02/2004	14	17	Green
03/2004	19	20	Green
04/2004	19	23	Green
05/2004	19	27	Green
06/2004	20	30	Green
07/2004	--	33	Unknown
08/2004	--	36	Unknown
09/2004	--	40	Unknown

Commentary (06/2004)

FAA had one Category A & B runway incursion this quarter, and 20 year to date. Category A&B Runway Incursions remained below the cumulative monthly performance reference. Future projections suggest this performance target will be achieved. The following Runway safety evaluations were completed during the month of June: Providence, John Wayne, Portland, Oakland, Kennedy, LaGuardia, San Francisco, Minneapolis and Houston. They identify runway incursion "hotspots" and enable development of corrective actions, which help to keep us below the target. Ruway Status Lights (RWSL) Shadow Operational Regression testing began May 24th at Dallas Fort Worth and anticipated completion in July 2004. FAA anticipates after successful testing, the lights will improve surface movement of aircraft. Also, as part of the Air Traffic Organization's education campaign, a Special Edition of the "Runway Safety: a Guide to Safe Surface Operations" brochure was completed. It will be distributed to all Aircraft Owners and Pilots Association (AOPA) members in conjunction with an issue of their magazine later this summer.